

Citizen's Transportation Oversight Committee

ADOT Transportation Board Room

206 South 17th Avenue, #145-147

Phoenix, AZ 85007

January 18, 2005

MEETING MINUTES

Draft

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the ADOT Transportation Board Room, 206 South 17th Avenue, #145-147, Phoenix, Arizona on January 18, 2005 with Chairperson Roc Arnett presiding.

Members Present:

Roc Arnett, Chairperson
Dwight Amery, Member-at-Large
Terry Rainey, Maricopa County District 1
Jim Lykins, Maricopa County District 2
Ron Gawlitta, Maricopa County District 3
George Davis, Maricopa County District 4

Members Absent:

None

Others Present:

Chuck Ullman, Citizen
Rudy Perez, Sr. Trans. Planner
Kwi Kang, Trans. Engineer
Senator Thayer Verschoor
Phoebe Demund, Sjoberg-Evasheak Consulting
Elizabeth Neville, Admin. Serv. Officer

Bill Hayden, Spec. Assist. RFS
Dan Lance, Deputy State Eng.
Sandra Quijada, ADOT
Mike Ortega, State Engineer
Representative Andy Biggs

1. Call To Order:

Chairperson Arnett called the Citizen's Transportation Oversight Committee meeting to order at 4:30 p.m.

2. Approval of Minutes for November 23, 2004:

A motion to approve the minutes of the November 23, 2004 meeting was made by Mr. Amery, seconded by Mr. Rainey and passed unanimously.

Chairperson Arnett noted the Santan opening celebration was postponed and re-scheduled for January 22, 2005.

3. Staff Report:

Bill Hayden, ADOT, reported the following information:

- We now have 108 miles of the regional freeway system completed and open to traffic. We have 22 additional miles currently under construction on Grand Avenue, the Red Mountain Freeway, and the Santan Freeway. We have four major projects totaling 8 miles under design on the Red Mountain, Sky Harbor Corridors and over 8,000 acres of right-of-way have been acquired. We are on target for completion of the remainder of the Red Mountain and Santan Freeways in late 2007.
- A grand opening celebration will take place this Saturday on the Santan.
- Potentially, three members of the committee could be leaving. Ron Gawlitta's term expired this month. We hope to hear from the Governor's office regarding the reappointment of Chairperson Arnett and Member-at-Large Amery whose terms also expire this month.
- The tentative schedule for meetings has been provided to members. The March 29 meeting generally includes State Transportation Board, MAG and CTOC representatives. The tentative five-year program is introduced to the public. The time and location of the meeting have not yet been decided. Additional meetings are scheduled for May, July, September and November.

4. CANAMEX Corridor & Phoenix Bypass Route:

Rudy Perez, Senior Transportation Planner, ADOT, explained the CANAMEX Trade Corridor was defined by the US congress in the 1995 National Highway Designation Act and connects Mexico and Canada through five states; Arizona, Nevada, Utah, Idaho and Montana. In 2000, ADOT and MAG conducted a study and reached consensus on the southern leg of the Phoenix bypass which would be from I-10 to I-8 up SR 85. Consensus was not reached, however, on how the CANAMEX Corridor would connect I-10 west of Phoenix to US93. The purpose of this study is to evaluate the feasibility of upgrading 355th Avenue, Wickenburg Road, and Vulture Mine Road between I-10 and the future Wickenburg bypass to CANAMEX design standards. The alignment for the future Wickenburg bypass from Vulture Mine Road to SR 93 west of Wickenburg will be determined in other ADOT studies. The scope of work for the study includes: collecting data such as mapping, aerial photography, and previous and related reports; developing roadway design criteria and typical roadway cross sections; conducting corridor evaluations, including roadway geometric feasibility, environmental feasibility, and preliminary cost estimates; conducting the public participation process; and preparing findings and recommendations. The Technical Advisory Committee, made up of representatives from ADOT, MAG, MCDOT, the Town of Wickenburg, the Town of Buckeye and the Federal Highway Administration, will help guide the study. Construction costs are expected to total \$186 million, not including right-of-way acquisition and construction of the future Wickenburg Bypass.

Roadway alignments must be evaluated as part of the ADOT Location/Design Concept Report. Information on existing right-of-way is insufficient for identification of right-of-way costs and impacts. Roadway construction is possible, but a Design Concept Report is necessary to define right-of-way needs and impacts, drainage structures and bridges, points of access along the roadway, intersection requirements with the future Wickenburg Bypass, construction staging concepts and integration with Master Planned Communities. Environmental issues that need to be reviewed include Section 404/401 of the Clean Water Act, the Endangered Species Act, the National Historic Preservation Act, the National Environmental Policy Act, and contamination.

The open houses held in March and July had 167 and 57 attendees, respectively. The primary comment was that the CANAMEX Corridor must avoid downtown Wickenburg. Attendees were also concerned what will happen to the CANAMEX Corridor if the Wickenburg Bypass is not built. There was a better understanding by those who attended the July meeting that the CANAMEX Corridor is not intended to go through Wickenburg. The CANAMEX Task Force needs to make a decision about the CANAMEX route designation and federal action has to be taken with regard to that designation. The State Transportation Board needs to take action on the route transfer to the State Highway System.

The following questions and comments were made:

- Chairperson Arnett asked about the status of the bridge. Mr. Ortega reported the Arizona approach is almost complete, but the Nevada side is lagging slightly. The bridge itself is not yet under construction.
- George Davis asked when the CANAMEX would be completed. Mr. Perez stated the only part of the Corridor not yet completed is the section in Arizona. Mr. Lance stated the Arizona Regional Transportation Plan, Proposition 400, provided the future 20-year vision of transportation improvements in the MAG area; unfortunately, the CANAMEX Corridor is one of the shortfalls in that plan. There is no significant funding targeted for improvements north of I-10 to tie into the 93 Corridor or Wickenburg bypass. Significant funding is in the plan to continue four lane divided roadways on the corridor down to Gila Bend. There is hope that future federal funding will be designated for the corridor.
- Mr. Gawlitta asked if they have given thought to alternative tie-in points. Mr. Lance responded yes. Mr. Gawlitta expressed concern that right-of-way in Wickenburg will be extremely expensive due to the town's explosive growth. Mr. Lance pointed out many of the tie-in points are on public lands.
- Chairperson Arnett asked when will they be ready for the bypass. Mr. Perez said the timeline will depend on the outcome of the study, explaining the cost estimates identified by the study will be used to submit funding requests.

5. Phase 1 of Regional Transportation Plan:

Bill Hayden was called away.

Dan Lance, ADOT, stated they are in the process of selecting three management consultants to help manage the studies and corridor improvements. We hope to have the management consultants on board this spring. Part of the plan is to look at accelerating some monies from Proposition 400 to begin deliverables on projects that were in the planning process. Bonding will be used to accelerate construction in the early years and they have already coordinated internally, looking at bonding strategies. We have coordinated with MAG to initiate a financial management plan. Mr. Lance provided the following project details:

- Ultimately about \$500 million will be spent on improving the I-10 corridor from SR51 to the Loop 202 connection, with the Broadway curve being the first priority.
- Additional general-purpose lanes are scheduled for the Tempe section of US 60 to create a fourth continuous lane.

- The program includes dollars for widening the eastbound direction of the Loop 202, from the SR 51 or I-10 connection to the Red Mountain interchange. There was only enough funding to widen in one direction and the first mile of widening westbound at the Red Mountain interchange to Grove Road.
- A study is underway for the continuation of the HOV lanes completed as part of the Design Build project up to and connecting to the Loop 101.
- The program includes funding and a study has started on the improvements of the entire Pima/Price corridor for HOV lanes.
- Funding is also available for HOV lanes in the Loop 202/Loop 101 to Gilbert section of the Red Mountain Freeway.
- The four year study on I-17 Carefree Highway to the Loop 101 has been completed and funding is in the program to begin construction in 2007, widening the current two lanes to three lanes plus an HOV lane.
- Funding is in the program and the study is nearing completion for a new interchange at Jomax Road.
- HOV lanes on SR51 will include freeway-to-freeway ramps to the Loop 101.
- The Loop 303, I-17 to Happy Valley alignment study is nearing completion. We should have a DCR and environmental document finalized this summer. We will begin final design work as the management consultant comes on board. The county, in their leadership role, did some improvements from Grand Avenue to Happy Valley.
- Loop 303, US 60 to I-10 right-of-way: The county has taken a leadership role in redoing a study to reinvent the 303 corridor in this area, upgrading it to current design levels. The study should be completed this fall.
- We have \$50 million in the program for right-of-way preservation, with most of the construction in Phase II of the program. We are teaming up with County Flood Control to make this a flood control corridor. The County, as part of their responsibility for flood control, will design for a 100-year event.
- Loop 202 – I-10 to 51st Avenue: This corridor is one of three being considered as part of the Federal EIS study which is about two years away from completion. Funding is in late Phase I to begin construction of the western leg of the South Mountain freeway. We have funding in the program for the southern leg for right-of-way preservation, with construction beginning in Phase II.
- Rubberized Asphalt program is underway. Part of the \$75 million set aside in the regional transportation plan for future noise mitigation will be used to continue overlay of the remainder of the freeway program. The remaining sections have not yet been prioritized.

The following questions and comments were made:

- Mr. Gawlitta asked how much consideration has been given to light rail or monorail along the median on I-10 west. He stated elevating the light rail would maintain adequate room to expand the freeway. Mr. Lance stated the RPTA is responsible for conducting the study. The I-10 Interloop alignment in the Federal EIS document reserves 50 feet of the I-10 median for possible transit solutions. No consideration is currently being given to anything other than light rail at grade. The difficulty of light rail at grade on the freeway is how to get customers into the median. If light rail is not the answer for that corridor, MAG's vision is for a second HOV lane within that 50 feet.

- Chairperson Arnett asked why Mr. Lance's presentation did not show the modest dollars set aside for light rail in Phase I. Mr. Lance stated his presentation focused on the freeway program, explaining another set of maps is available that depicts the bus system, the light rail expansion and the street expansion. The Committee could coordinate with MAG, RPTA and Valley Metro Rail to make presentations about their Phase I improvements. Chairperson Arnett said part of bill and proposition that passed gave CTOC authorization to review all pieces of the transportation program. Mr. Lance agreed, stating they simply are not prepared to present the other components of the program at this time.
- George Davis asked if the Tempe and Phoenix system will be evaluated prior to committing additional light rail money for other branches. Mr. Lance said performance measures will be part of the first audit in 2010.
- Senator Verschoor asked if all of the paving projects marked for completion in 2004 were, in fact, completed. Mr. Lance stated they are currently working on two segments that were not completed, one on I-10 and the second on SR 202. The next contract has been awarded and the contractor is starting to schedule work. The fourth project has been awarded and the fifth project has been advertised. We have two windows for paving, fall and spring.
- Terry Rainey asked what has been the public's feedback with regard to the rubberized asphalt. Mr. Lance said the response has been very positive. We are getting noise reductions in the range of 3 to 9 decibels. We have negotiated a credit with the Federal Highway Administration for 4 decibels. The research will also focus on whether the decibel decrease lasts or decreases over time. Preliminary research done elsewhere indicates the decibel level decrease will drop off over time and then stabilize. He stated they hope to achieve an average life cycle of 10 to 12 years.
- Mr. Gawlitta pointed out current light rail, as it is going in in the City of Phoenix, takes up three of the most heavily traveled streets in the city. He said extending it up 19th Avenue to Dunlap would take out another major street. He questioned how light rail will serve Metro Center since it will let passengers off on the opposite side of the freeway. He urged everyone to keep the realities in mind. Mr. Lance stated they looked at a bridge crossing of I-17 into the Metro Center area, but could not justify the \$38 million cost. He said they are now looking at a shuttle system or the existing bridge over I-17.

6. Call to the Public:

No comments were made.

7. Next Scheduled Meeting:

Friday, April 1, 2005

Open House: 12:00 to 1:00 p.m.

Joint Public Hearing, 1:00 to 2:00 p.m.

MAG Office – 302 N. 1st Avenue

Phoenix, Arizona 85007

8. CTOC Member Reports:

Mr. Gawlitta noted his term has expired, stating he does not know if a replacement has been selected. He said he will remain on the Committee until such time as someone has been appointed to take his seat.

9. Closing comments and Adjournment:

No comments were made.

Meeting was adjourned at 6:10 p.m.